observed at Mount Weather and that evaporation resulted in the case observed at Drexel. This would account for the "white streaks" in the first two cases and for the "blue streaks" in the third. These observations are based on the assumption that at Drexel, as at Mount Weather, the kite wire was in the clouds.— *Wm. R. Blair.*

THE WORLD'S AIR ROUTES AND THEIR REGULATION.

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On June 20 Lord Montagu of Beaulieu, gave an interesting lecture before the Aeronautical Society of Great Britain on the world's air routes and their regulation. He pointed out how favorably placed the British Empire was in this matter, inasmuch as its many possessions were so scattered about the globe that suitable landing and halting places could be provided without the necessity of asking for concessions from other nations. Lord Montagu based his calculations on an assumed speed of 120 miles an hour, and showed that with two 5-hour periods per day the journey to India could be accomplished in four days.

Under the stage which aeroplanes have now reached, the carriage of mails and passengers to India seems quite a feasible proposition; the meteorological conditions along the tracks that might be followed, except at the British end in winter, are quite good. Crossing the Atlantic is another matter, specially from Europe to America; the shortest track, from Ireland to Newfoundland, is in the winter a region of gales, mostly from some westerly point, and if the more favorable weather that prevails farther south is sought, the distance is about doubled. Lord Montagu's suggestion is that certain levels be assigned to certain types of traffic, but it has been estimated that at any given time one-half of the earth is covered with clouds, and a pilot above a sheet of clouds can not keep his course, as there is nothing to tell him the strength and direction of the air drift to which he is exposed. It follows, therefore, that a pilot aiming at a definite place must fly low enough to see the earth at frequent intervals; in or above a cloud sheet he would have no horizon and could not rely on astronomical observations for his position. Thus the traffic to which the highest levels were assigned would be at a great disadvantage.